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No. 20,273 號三十七百二第第二第 日三初月五年亥癸 HONGKONG, SATURDAY, JUNE 16th, 1923. 六月 號六十月六年二十國民華中 PRICE, \$3 PER MONTH

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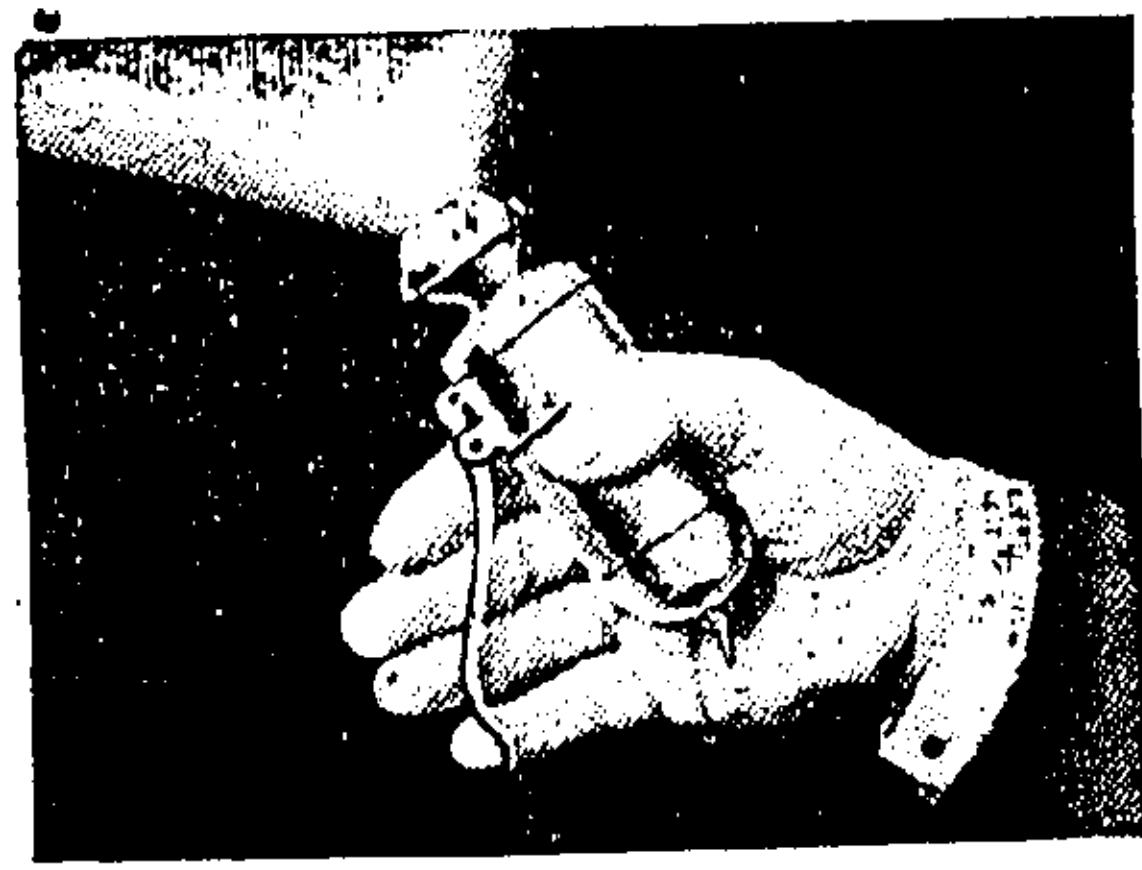
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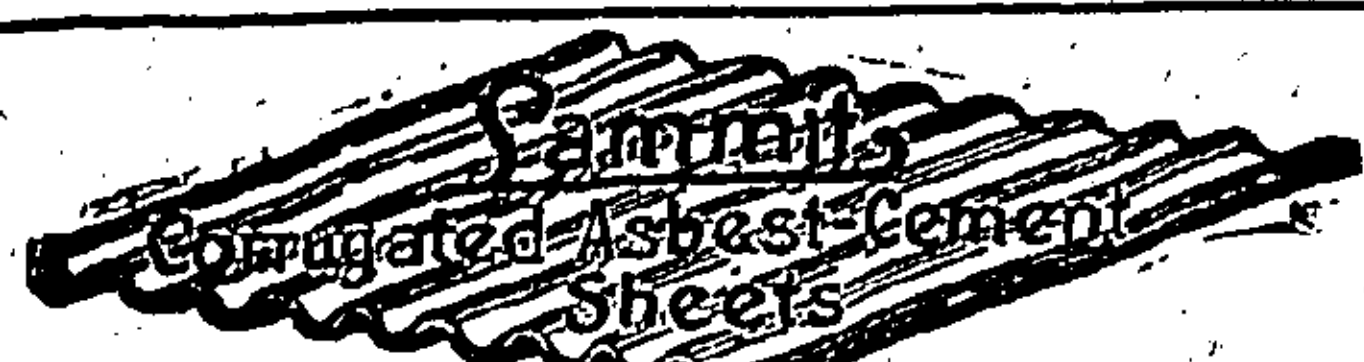
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AHEAD OF THE MAIL

[FROM INDIAN PAPERS.]

BATTLE SQUADRON IN BANGOR BAY.

LONDON, May 23rd.
Belfast is lavishly fetéting the officers and crews of the First Battle Squadron, anchored in Bangor Bay.
Earl Beatty, who is the guest of Lord Londonderry at Mount Stewart, participating in the festivities and speaking at a civic luncheon, said the Admiralty had decided to raise 500 officers and men in Ulster to form a division of the Royal Naval Volunteer Reserve.
The foundation stone of the Presbyterian war memorial in Belfast, which will take the shape of a seven-storey building, to be used as a hostel for young men and women, was laid by Earl Beatty.

EMPIRE DAY IN LONDON.

LONDON, May 21st.
The feature of the Empire Day celebration was the laying of wreaths of lovely flowers on the Grafton, on behalf of all the Dominions.
In the presence of a big crowd a procession representing the Dominions and Colonies went from Downing Street to see Mrs. Baldwin deposit a wreath on behalf of the Veterans' Association. The Marchioness Dalhousie laid a red and white wreath in memory of Malaya who fell in the war.
The Women's Guild of Empire deposited a wreath on the grave of the Unknown Warrior at Westminster Abbey.
Stalls at the High Commissioner's Office sold flags for the Veterans' Association.
Eight hundred thousand school children in London alone listened to their Majesties' gramophone message, and paraded and saluted the flag.
The acceptance of flags from school children of the Dominions was the feature of the day's proceedings at many schools.
A distinguished company attended the Empire Day banquet at the Colonial Institute. The principal speaker was Sir Robert Horne, who advocated allowing the Empire to continue to grow without the premature intervention of precarious forms of constitution. He apprehended nothing but good from a certain measure of independence in India and Africa on the part of the Dominions, asserting that in difficulty never tended to disruption but would only benefit the Empire.
The Maharaja of Nawabgarh, responding on behalf of India, declared that the whole of India was loyal and proud of her membership of the Empire but it was often asked in India whether the Empire was equally proud of her. It was up to British and Colonial statesmen to assure the people of India that matter, not only by words but by deeds.

PROPOSED MOTOR WAY IN ENGLAND.

LONDON, May 21st.
The Daily Mail states that a great motor road, about 226 miles long, from London to Birmingham, Manchester and Liverpool, on which there will be no speed limit, and no police, is a project for which a company, with Lord Montagu of Beaulieu as chairman, has been formed. The road is estimated to cost £15 millions. If Parliament consents to the project work upon the road will be started in September, 1924, and it is expected to be finished in five years. The road will be styled a "motor way," and the whole length of it is to pass through the private property of the syndicate. There will be no limit to the weight of vehicles using the road, which will be 50 feet wide and be divided into sections for fast and slow traffic. The toll will be approximately a halfpenny a ton per mile.

OUR SMALL ARMY.

LONDON, May 25th.
Prior to leaving Aldershot, His Majesty the King handed to Sir Phillip Chetwode a farewell order to the troops, in which he says that their Majesties' short stay among the troops was full of interest and enjoyment. He has been impressed by the progressive nature of the training given and gratified to see that the need for modern methods and equipment is fully appreciated "for thereby only can our small army shoulder its heavy responsibility."
He pays a tribute to the steadiness under arms of the young soldiers who have largely replaced the war veterans. The complexity of modern war training leaves little time for ceremonial drill and this difficulty is accentuated by the present weakness of effectiveness in many units. Therefore the soldierly bearing and precision of men of all arms was all the more creditable.

HUMAN SACRIFICES IN BURMA.

OFFICIAL REPORT OF SENSATIONAL PRACTICES.

It has long been known that slavery in a mild form has existed in the Naga Hills on the northern Assam-Burma frontiers, but few people outside official circles realised that human sacrifices are regular features of certain religious celebrations held by the wild people who inhabit the zone which is bounded on the west by the Naga Hill and on the east by the Hukong River. The practice, however, has been disclosed by the Commissioner of the division in his latest report, and the news has caused intense indignation throughout India.
The discovery was made by a Survey of India party led by Colonel Rich, to whom two Naga guides averred that these sacrifices are never less than from six to ten per annum, and sometimes, when funds are plentiful, there are between twenty and thirty. Indian children kidnapped from Assam are the commonest victims, but any slaves available are also slaughtered. According to the latest official estimate, there are nearly three hundred slaves in Kampti alone.
The Government of India has but little control over the petty chieftains who rule in the back-of-beyond districts of Burma and Assam, but, as the reporting officer points out, it is unthinkable that these human sacrifices can be allowed to continue with the full knowledge of Government officers, and he recommends direct administration by Government of the tracts where these hideous practices prevail.—Observer.

HONGKONG WEEKLY SHARE REPORT.

HONGKONG, June 15th.
Although business on the whole continues on a restricted scale, the turnover during the period under review has been larger than the preceding week. Investment shares have been in good demand with more buyers than sellers in evidence, but speculative stocks have weakened, and as a rule, prices have been marked down.
The Shanghai market has been quiet and featureless, but the tendency seems to be towards lower rates.

Banks.—Hongkong and Shanghai Banks have fluctuated between \$1,000,000 and a fair quantity have changed hands at improving rates. The market closes with buyers at the former figure. The London quotation is lower and comes through at \$122 (middle).

Marine and Fire Insurances.—Unions have been in better demand and the price has moved upwards to \$232. Cautions are a shade firmer and have been booked at \$293,000. North China at \$155. Hongkong and Kowloon Wharves have not received much support and the price has dwindled to \$163. Shanghai Dock show a considerable drop and business has been done as low as \$14.97, but there has since been some recovery and shares could now be placed at \$15.00.

Shipping.—"Shells" have receded to 75/6 in London. There are sellers of Hongkong, Canton and Macao Steamboats at \$40. Deferred Indos at \$180 and Star Ferries at \$40.

Refineries.—China Sugars at \$235 and Malabons at \$64 are unaltered from last week.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have eased somewhat during the week and after sales at \$157 they close with buyers at \$155. Hongkong and Kowloon Wharves have not received much support and the price has dwindled to \$163. Shanghai Dock show a considerable drop and business has been done as low as \$14.97, but there has since been some recovery and shares could now be placed at \$15.00.

Lands, Hotels and Buildings.—Humphreys, Estates have been done at \$251 to \$253, and more are wanted at the close at \$253.50. Hongkong Hotels are a shade higher and are required for at \$26.65 and \$26 for the Old and New shares respectively. Kowloon Lands have been negotiated at \$80 and continue in request.

Oils and Mining.—There are buyers of Trenches at 25/ and Benguets at P.37. Langkats continue very flat and can be had at T\$ 30.

Electric Companies.—Hongkong Electric have remained fairly steady and have been booked to a moderate extent at \$31/31.30. Hongkong Trams have been sold at \$23. China Lights have been taken at \$144 and \$143.50 for the Old and New shares respectively.

Cotton Mills.—Ewos were placed early in the week at T\$ 14.60 but the market has since weakened and shares are obtainable at T\$ 14. Deals have been made in Orientals from T\$ 6.10 down to T\$ 5.3. Shanghai Cottons at T\$ 100 have not moved.

Miscellaneous.—Dairy Farms have been bought at \$25. Green Island Cements fell away during the week to \$27.50 but at this rate a strong demand set in lifting the price to \$28.4 resulting in a fair amount of business. Union Waterworks have been put through at \$184 and Watsons at \$181. Hongkong Ropes have been sold at \$121. Transactions have been effected in Engineering Constructions at \$7.70/7.80. Hongkong Realty have firmed up to \$280. China Providents at \$241. Peak Trams at \$111. Wm. Powells at \$24. Canton less at \$9.80 and Sinceres at \$12 are required for at quotations.
Forward Settlement Days.—25th June (Tuesday), 27th July (Friday), and 27th August (Monday), 1923.
Exchange.—The T.T. selling rate on London today is 2/3 and on Shanghai 732.
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HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

JUNE 15th, 1923.

Hongkong and Shanghai Banks	1,090 ea.
Union Insurances	237 ea.
Hongkong Fire Insurances	465 b.
Whampoa Docks	155 b.
Shanghai Docks	98 b.
Hongkong Lands	357 ea.
Humphreys Estates	253.50 b.
Ewo Cotton Mills	14.60
Orientals	5.3 ea.
Cements	28.4 ea.
China Providents	241 ea.
Hongkong Electric	31 b.
China Lights	14.97 ea.
Hongkong Trams	23 ea.
b—buyers; s—sellers; ea—sales.	

FORD'S HUGE ASSETS.

\$22,000,000 IN CASH.

The Ford Motor Company—in other words, Mr. Henry Ford and his son Edsel—for they own every share in its stock—has more hard cash than probably any other corporation in the world.

According to its report for the year ended February 28th, which it has just made to the Massachusetts Commissioner of Corporations, \$159,603,087 (about £32,000,000) of the company's \$336,251,930 (\$1,070,000,000) assets is in actual cash. This is \$10,000,000 more than it had a year ago. In the past year, moreover, its profit and loss surplus grew from \$240,478,738 (£48,000,000) to \$350,777,598 (£70,000,000).

The company was organized exactly twenty years ago with \$28,000 (£5,600) capital. Of that the Fords held less than half until 1906, when Henry Ford secured 51 per cent. of the shares. Shortly afterwards he bought another 7 1/2 per cent., and the remainder were acquired at a high figure by Edsel Ford a few years ago. The present capitalization is \$17,264,500 (£3,452,000).—Times.

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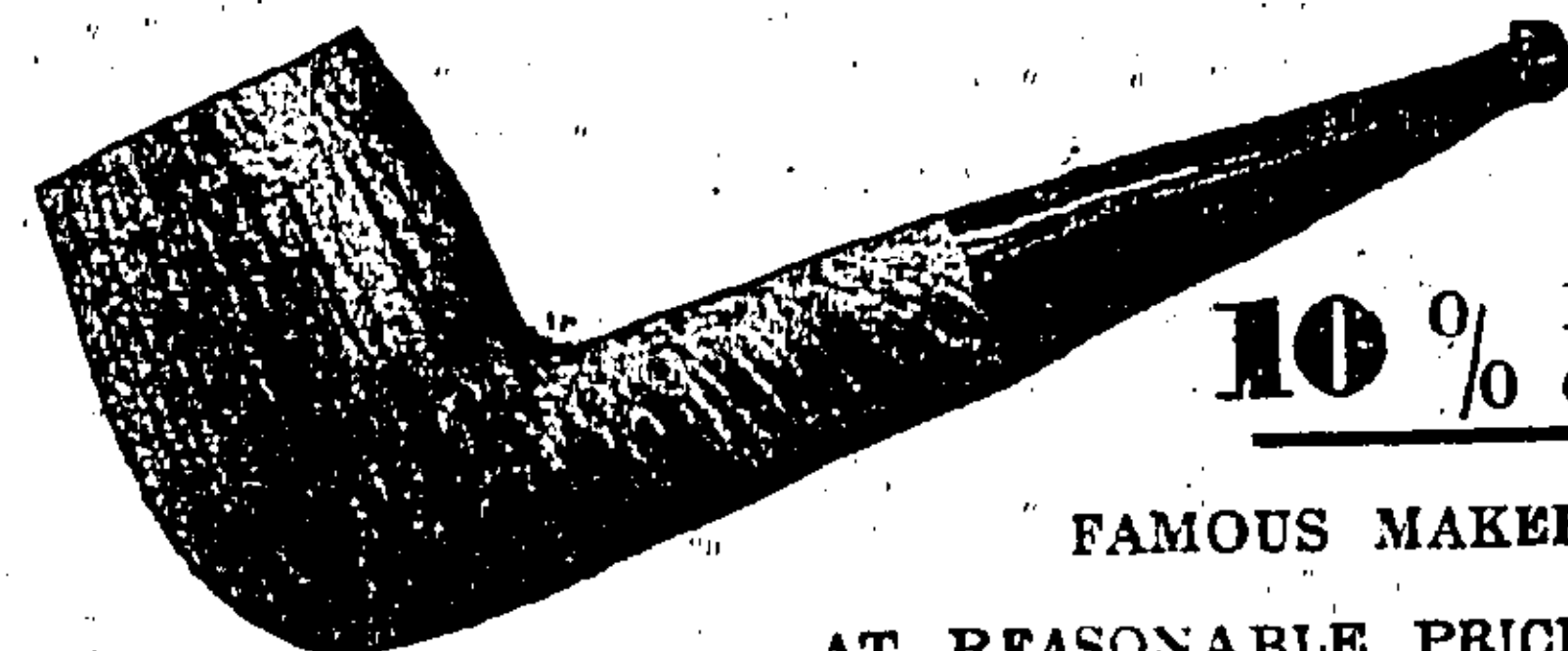
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HONGKONG LEGISLATIVE COUNCIL.

(Continued from yesterday.)

RENTS BILL IN COMMITTEE.

HIS EXCELLENCY RESENTS A REMARK BY MR. POLLOCK.

In moving the proposed new clause of which he had spoken, Hon. Mr. POLLOCK said: "I should like to say with regard to what has fallen from the Acting Colonial Secretary that, first of all, I am satisfied that it is desirable to have some body which can be referred to as a committee in this question of reconstruction, and that for the reasons I have given in my speech on the second reading, I quite appreciate the extraordinary efforts of the Colonial Secretary for the rehousing of tenants, but it is desirable that it should come before a regularly constituted body and that there should be a body which has a certain legal status. The Colonial Secretary, in his position, carries a great deal of prestige and influence, but I think it is desirable that there should be some body which by law has power to put a certain check on reconstruction, until satisfactory measures have been taken for the rehousing of tenants. That is the reason I press for this clause. With regard to Belknap Terrace, I got the Building Ordinance Officer's report on various properties. Though he says that these premises are 'old' he does not put the 'cross' against them which denotes dilapidation."

H.E. THE GOVERNOR:—I should like to say at this stage that I propose to leave it to the unfettered discretion of the Council to adopt this amendment if they wish. I desire once more to emphasize that I hope this Ordinance is about to come to an end at the end of twelve months from now, and I think it is a mistake to tinker with a temporary Ordinance, and thus lead people to believe it is more likely to be renewed than is the case. The second reason is that I feel—however reasonable it may be—the adoption of the clause may tend to prevent people reconstructing in cases where it is manifestly desirable reconstruction should take place. When a man is just waiving on the point whether he shall or shall not destroy insanitary premises—really insanitary I mean—he may be determined not to do so by this clause. He will not submit all his plans to the consideration of two bodies. The Building Authority is a very hard worked department and unquestionably requires a little time to examine plans. The suggested Committee might be another body of busy men and the time devoted to the examination of plans would be naturally increased. Government departments are blamed for delay, and it is possible that the virus of the delay would spread from the Government body to the new committee. If reconstruction, where it is desirable, is checked, I think we shall be making a very serious error. At the present time we are getting a large amount of desirable reconstruction done at the expense of the landlord. If it is not done by him it is probably only a question of time before it is necessary to do it at public expense. Now, everybody seems to have money to spare; they are ready to spend it in reconstructed buildings because, owing to various circumstances, including revolutions in China, remunerative employment of capital in China is difficult to find. When that condition of affairs passes away and people have other uses for their money it is unlikely they will be content with the six or seven per cent. they can get out of reconstructed tenements. When that time comes they will put off the reconstruction as long as their houses will hold together. I must confess I should be reluctant to be a member of the proposed committee unless I was an architect or an engineer, because if the Committee refuse permission to reconstruct and there was a serious disaster—supposing Belknap Terrace were to collapse upon its inmates—I feel that the Committee which refused to allow it to be reconstructed would find their consciences and their reputations suffer as the result. However, as I say, if the Council considers that this clause should form part of the Ordinance, I am perfectly content to leave it to their decision. There is one other point. It is proposed that the committee should have discretion to postpone reconstruction for as long as eighteen months. If the Ordinance is only to last twelve months it is undesirable to have a longer period named in the measure itself. The position would be that the Committee would have power to exercise jurisdiction under the Ordinance six months after the Ordinance had expired. I suggest the substitution of the figures 12 for 18 in the amendment."

The Hon. Mr. POLLOCK accepted the suggestion and the amendment was then put.

H.E. THE GOVERNOR: I think the "No's" have it.

The Hon. Mr. POLLOCK called for a division, and the votes were recorded as follows:—

For:—The Hon. Mr. H. E. Pollock, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, the Hon. Mr. R. H. Kotewall, the Hon. Mr. Chan Siu Ki.

Against:—The Hon. Mr. A. O. Lang, the Hon. the Officer Commanding the Troops, the Colonial Secretary, the Attorney General, the Colonial Treasurer, the Secretary for Chinese Affairs, the Director of Education, the Director of Public Works.

The amendment was, therefore, lost by eight votes to five.

The Hon. Mr. POLLOCK made a remark not clearly heard at the Press table to the effect that the unofficial members would obviously not vote in favour of the amendment after the very strong expression of opinion which H.E. the Governor had given against it. It did not amount to free voting, but was a manoeuvre to defeat the unofficial minority, and he did not consider it fair.

H.E. THE GOVERNOR: In case there was any misunderstanding, I hope no official member considered that anything I said bound him to vote in any other way than his own judgment dictated.

The Hon. Mr. POLLOCK was understood to say that His Excellency expressed a strong opinion and it was only to be expected that it would influence the voting of the Official Members.

H.E. THE GOVERNOR: I should be sorry to suppose that members of the Public Service were quite so invertebrate. The Hon. Mr. POLLOCK, who was still very indistinctly heard, made a remark to the effect that the result was "bound to follow."

H.E. THE GOVERNOR: I must really dissent and object to the phrase used. If anybody considers that I am endeavouring to jockey the unofficial members into the belief that I have influenced the official members when I have not, I beg to repudiate the suggestion most heartily. I consider that the official members have the right to express their opinion and to hold the opinions they express. Unless they are directly instructed by me that a measure is a Government one which they must support they are free to vote in accordance with their own convictions. I must confess, Mr. Pollock, that I am amazed that you should suggest that I should be responsible for a "manoeuvre" as you have defined it.

Hon. Mr. POLLOCK: All I wished to say was that putting it to the vote of the officials after Your Excellency has expressed yourself strongly in a certain direction is not really leaving it to the unfettered discretion of the Council.

H.E. THE GOVERNOR: Council will proceed with the discussion of the Ordinance.

Hon. Mr. POLLOCK mentioned an amendment to Clause 7 suggested by the Tenants' Association. It was to the effect that "the Magistrate may order the lessee to allow the lessee possession of such domestic tenement."

The ATTORNEY-GENERAL commented that after a house had been rebuilt it might be difficult for a former tenant to find the part in the new house corresponding to the portion he had occupied.

Hon. Mr. R. H. KOTEWALL considered that the amendment was not worth pressing, and it was dropped.

Hon. Mr. POLLOCK moved the second amendment of which he had given notice, viz.:

By inserting at the end of clause 9 of the following:

"Every person who demands or receives more than the standard rent for any domestic tenement shall unless he proves to the satisfaction of the Magistrate, that he acted bona fide, be liable upon summary conviction to a fine not exceeding one thousand dollars."

H.E. THE GOVERNOR suggested that it would be difficult to apply the amendment to the case of a man who wanted sleeping space for a week and who would not know anything about the standard rent.

The Hon. Mr. POLLOCK: It might be difficult with regard to a bed space but there are other parts of the house in regard to which it would not be difficult.

H.E. THE GOVERNOR: But if it does apply to the small space it is difficult to get it to work, and it may give opportunities for blackmail.

The COLONIAL SECRETARY: Does not Section 17 cover it? Surely that Section is sufficient?

The ATTORNEY-GENERAL thought the amendment could not do much harm.

Hon. Mr. POLLOCK: The amendment is taken from a precedent—the Straits Ordinance.

H.E. THE GOVERNOR: Do you know whether their conditions are similar? I have not the slightest objection to the amendment, but it seems to me its practicability is doubtful, and it does seem to offer opportunities for blackmail if certain people like to take advantage of it. Can you see any way of amending the clause which is less open to objection?

Hon. Mr. POLLOCK: There certainly should be such a clause.

H.E. THE GOVERNOR: We will leave the matter to the opinion of the Council, and I take care on this occasion to express no opinion myself.

On being put to the vote His Excellency said "I think the 'No's' have it."

The Hon. Mr. POLLOCK asked for a division.

The voting was as follows:—

For:—The Hon. Mr. A. O. Lang, the Hon. Mr. A. G. Stephen, the Hon. Mr. P. H. Holyoak, the Hon. Mr. H. E. Pollock, the Hon. Mr. R. H. Kotewall, the Director of Public Works, the Attorney General, the Officer Commanding the Troops.

Against:—The Colonial Secretary, the Colonial Treasurer, the Director of Education, the Secretary for Chinese Affairs.

The amendment was therefore carried by nine votes to four.

On the motion of the ATTORNEY-GENERAL it was agreed to substitute for Clause 10 of the Bill the following:

Section 10 of the principal Ordinance is amended by the substitution of the figures 1924 for the figures 1923 in the second line thereof."

The Bill then passed through Committee without further amendment and the Council then resumed.

The ATTORNEY-GENERAL moved and the COLONIAL SECRETARY seconded the third reading of the Bill. This was carried and the Bill passed accordingly.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was afterwards held, the Colonial Secretary presiding.

THE KOWLOON TONG CEMETERY PROJECT.

The Hon. Mr. POLLOCK: I am sorry to ask for this to stand over a little longer if possible. I have been in communication with Mr. Soares, and I am expecting a further communication.

The CHAIRMAN: I may mention that this vote was agreed by the Finance Committee when you were away last year and tenders came in on June 5th. However, I have no objection to postponement, except that it is rather awkward for the tenders. This new cemetery is at Kowloon in a central ring of hills.

The Hon. Mr. LANG: Objection was taken to the design suggested.

Further discussion was postponed.

THE EMERALD EXHIBITION.

The Governor recommended the Council to vote a sum of \$250,000 on account of Miscellaneous Services, contribution towards expenses of Hongkong Section of British Empire Exhibition expected to be incurred in 1923.

The CHAIRMAN: I read to you at the last meeting a letter from the Chamber of Commerce. You must realise that in voting this money you are binding yourselves to a total expenditure of \$650,000—that is the maximum.

The Hon. Mr. HOLYOAK: This does not represent the cost of the Exhibition Buildings.

The CHAIRMAN: This is a preliminary vote. We do not know what money will be required, nor how soon.

The vote was approved.

GOVERNMENT CABLES AND TELEPHONES.

The Governor recommended the Council to vote a sum of \$18,300 in aid of the vote Public Works, Recurrent, Hongkong, Communications, (8) Maintenance of Telephone including all cables.

The CHAIRMAN: This refers to the Cape D'Aguilar and Waglan cable which had to be renewed very recently. Part of the sum is also for a new cable from Capatun to Lantau island in substitution for a defective cable.

Approved.

GOVERNMENT NURSERY AT KOWLOON.

The Governor recommended the Council to vote a sum of \$1,000 in aid of the vote Botanical and Forestry Department, Other Charges, Forestry, New Territories.

The CHAIRMAN: The Kowloon Tong scheme and its extension Northwards has necessitated the removal of the Government Nursery and this is required for labour in laying out the new Nursery and getting a water supply from a distant stream.

Approved.

A RAILWAY VOTE.

The Governor recommended the Council to vote a sum of \$12,500 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Bridge No. 7.

The CHAIRMAN: This is for a bridge over the new main road from Sam Sui Po to Kowloon City. The contract estimate was \$61,000, but considerable excavations had to be made and there was a large unexpected amount of rock.

Approved.

RAILWAY WORK.

The Governor recommended the Council to vote a sum of \$1,550 in aid of the vote Kowloon-Canton Railway, Special Expenditure, Locomotive, Carriage and Wagon Expenses: Additional Machines for Workshops.

The CHAIRMAN: This is for wood planing and other machines. A large number of wagons and engines are being built and this is urgently needed.

Approved.

THE POSITION AT WAICHOW.

This is how the position at Waichow is reported in the Canton Daily News:—

Although a portion of the city wall near the West Gate was blown up, no great damage was done owing to insufficient force, and the demolished place is not suitable to force an entrance into the city. Waichow at present is still in the enemy hands, but another attempt to blow up the wall will soon be made.

All the troops outside of the city are prepared to rush into the city any minute. They are now marking time and waiting anxiously for the success of the miners' work. Meantime fresh tunnels are being dug in several directions toward the city wall and more powerful explosives are being sent to Waichow. The Constitutional troops are determined to destroy the city wall at any cost, so as to capture Waichow and put an end to the East River Campaign.

A PROJECTED ATTACK ON SWATOW.

The Canton Daily News says:—

General Li Lich Chun, the well-known General of Kiangsi province, who is now in command of his troops in Fukien immediately across the Kwangtung border, has officially informed Dr. Sun Yat-sen, that he moved his troops into Kwungtung and swept down upon Swatow, where Chen Chiung Ming's troops are in control.

It is curious to note that the troops now in Swatow were but two months ago under the flag of Li Lich Chun. General Li Lich Chun recruited them after they had pledged their allegiance to Dr. Sun Yat-sen and they promised to follow him into Kiangsi to liberate that province of militarism that is practised on the people by Tsai Cheng Hsun, a henchman of Wu Pei Fu. These troops, instead of remaining faithful to their pledge, turned about and occupied Swatow, which was previously evacuated by General Hsu Chung Chi.

For this treacherous act on the part of these troops, it is General Li Lich Chun's intention to give up his plan of returning to Kiangsi for the present and to crush these treacherous troops first.

LANDSLIDES FOLLOW RAIN.

STURBS ROAD AND THE ISLAND ROAD TEMPORARILY BLOCKED.

The recent heavy rains have been the cause of a number of landslides in all parts of the Colony, most of them of a minor character. Two rather more serious than the rest occurred, however, one in Stubbs Road, and the other on the Island Road, near Shaunkwan.

In the former case the sides of a steep cutting caved in near Stewart Terrace, completely blocking the road to traffic. Two huge boulders were the principal obstruction. The P. W. D. immediately sent men to the scene and by keeping them working late that night and early the next morning they managed to clear the road for ordinary traffic which resumed yesterday afternoon. Whilst other traffic has not been allowed beyond a certain point, the Dairy Farm and Lane, Crawford's cars have been allowed to use the road right the way through to the Peak Hotel. Owing to minor landslides along the last portion of the road this traffic has had to be stopped, but the P.W.D. hope to have it sufficiently clear within two or three days.

The slide on the Island Road occurred near Stanley. The road was completely blocked for some hours, but by continuous hard work it was re-opened yesterday morning.

WEST RIVER CRICKETS.

WINTER SPORT THAT MAY BE SPOILED BY WEST RIVER FIGHTING.

Great anxiety prevails among the Chinese sporting "blooms" of the Colony as to how long the fighting around the West River will continue. That Hongkong depends upon that region for its supply of poultry is generally known, but that the Chinese sporting fraternity depends upon the same region for its supply of fighting crickets is not so generally known.

A Chinese youth who follows the "stables" with great fervour year by year was very pessimistic on the subject when speaking to a Daily Press reporter yesterday. It appears that only the males are pitted against each other, and the specimens in Hongkong and the New Territories are poor and not half so ferocious as those up-country. Europeans living in the outskirts of the Island and on Kowloon side may be inclined to doubt this, for judging by the noise they make, local crickets should be able to hold their own against all comers. It seems that the fighting species are to be found among the hills and valleys, and coolies year by year make an income by collecting and training them. When caught, they are placed in little cages and sent to Hongkong, where they fetch fair prices. The actual fights take place in darkened rooms, and Chinese sportsmen gather round the ringside to back their fancy.

However, all is not yet lost, for the season does not commence for three or four months yet, and by that time the fighting may be over. Meanwhile the insects have to be caught and trained young, otherwise they will be of little use when fully grown.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, in their report dated Saigon, June 4th, state:—

Some business have been closed with North China during the last fortnight, but this has had no effect on the situation of our market, which remains unchanged. Some small sales of broken 1/2 mixed have been made to France, but these transactions have been possible only on account of the very low rates of freight obtainable at present.

The total amount of rice exported from January 1st to May 22nd, 1923, is 615,051 tons, against 509,230 in 1922.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong, \$5.35 per picul l.o.b. Saigon, for June-July shipment.

FIT-U PINCH-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose.

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CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
VICEROY'S ACTION QUESTIONED.
LABOUR MEMBERS AND THE INDIAN FINANCE BILL.

LONDON, June 14th.
A full-dress debate took place in the House of Commons regarding the action of the Viceroy of India in enacting the Finance Bill, after its rejection by the Assembly. The Labour Party moved a resolution of the India Office vote. They urged that there was no wisdom in using the final emergency power for the comparatively unimportant purpose of doubling the salt tax, and contended that if the Government overrode the Assembly whenever the latter refused to accept the Government's policy, it would only be the old autocracy working a parliamentary clock.

Earl Winterton, in reply, urged that the measure was essential in order to meet the deficit and to maintain India's credit. He contended that reforms would be gravely prejudiced during the transitional stage if a deficit were allowed to continue.

The debate adjourned without a decision.

OUTRAGE IN PALESTINE.
HIGH-COMMISSIONER'S PARTY.
AMBUSHED.

LONDON, June 14th.
Brigades recently fired on a party of British gendarmes who were returning from escorting the High-Commissioner, Rt. Hon. Sir Herbert L. Samuel, who was on a tour of North Palestine. The brigades killed three and wounded two gendarmes.

THE COTTON AGREEMENT.
LIVERPOOL TAKES TIME TO CONSIDER.

WASHINGTON, June 14th.
It is announced that the Liverpool Cotton Association has decided not to act on the proposed agreement regarding the adoption of the United States cotton standards, mentioned in a cable message dated June 13th, until the delegates have returned home and explained their views.

DUTCH INDIES LOAN.

LONDON, June 14th.
The new Dutch Indies five per cent. loan of £2,000,000 was underwritten in London yesterday. It is being issued on Tuesday at a price of ninety-two.

EARLIER CABLES.

THE GOLF TOURNEY AT TROON.

OBSCURE PLAYERS IN THE LEAD.
LONDON, June 14th.
At Troon for the golf contest to-day the weather was fine, and a crowd attended. The course was in excellent condition. The first couple started off at 8.30. Whitcombe, mentioned on Tuesday, maintained wonderful form, and broke the course record. He led the field in the first round with severity, and on the conclusion of the day jointly headed the list with Havers, of Coombe Hill. Each did it in 146. Hagen took 147, Gordon Lockheart of Genengies 149, and Robert Scott of Glasgow 150. Walton, Lyham, and Fernie, Turnberry, as well as Kirkwood, took 151, the American Farrell 152, and the American McDonald Smith 153. The British players Duncan, Ray, Mitchell did it in 154, Tolley 156, the South African Brews and Sandy Herd 157, Taylor 158, the American Diegel 159, Braid 164, and the American Aubuch 174. The final, over thirty-six holes, will be played to-morrow.

COUNTY CRICKET.

YORKSHIRE FORGING AHEAD.

LONDON, June 14th.
At Birmingham, Surrey defeated Warwickshire by 45 runs. For Warwick, Howell took 7 for 53 and 5 for 59. For Surrey, Fender in the first innings took 7 for 34, and Hitch in the second innings took 5 for 40.
Yorkshire at Northampton beat Northamptonshire by an innings and sixty. For Yorkshire, Waddington in the first innings took 6 for 21, and Holmes scored eighty-three.
Sussex at Hove beat Glamorgan by an innings and 270. For Sussex, Bowley compiled 120, Holmes 63, and Tate 70, and Tate in the first innings took 8 for 20.

LATEST CABLES.

THE SITUATION IN BULGARIA.

STAMBULISKY CAPTURED.

SOFIA, June 14th.
Stambulisky has been captured in a village near Slavoviza.

It is semi-officially stated that the cases of isolated resistance by the adherents of Stambulisky have been finally and definitely overcome.

EARLIER CABLES.

SOFIA, June 14th.
The administrative staffs have been dismissed. The new prefects and sub-prefects are mostly reserve officers, whose appointments are officially explained by the fact that the officer class suffered most in the war, and were afterwards dismissed from the army in consequence of the disarmament clauses of the Treaty of Neuilly and their pensions are inadequate.

The ex-Premier, Guecheff, who is awaiting trial, will be sent on a special diplomatic mission to London. The new Government has suspended all laws passed by its predecessor, and sequestrated the property of Stambulisky's Ministers and the Agrarian leaders, and has released the ex-Ministers still untried. Stambulisky's fate is still a mystery. The ex-Minister Obolof has escaped to Rumania.

According to messages from Prague, Bucharest, and Bulgaria, fighting is proceeding in various parts of Bulgaria, but the Bulgarian Legation in London states that everything is quiet.

DIRECTIVE WIRELESS.

MR. MARCONI'S SATISFACTION.

LONDON, June 14th.
Arriving after a two months' experimental cruise, in the yacht *Elitza*, Signor Marconi claimed that he is highly satisfied with the results of the new system of directive wireless, whereby he is convinced he will be able to communicate to a greater distance, using a small fraction of the power previously employed, and eliminating atmospheric effects.

THE FLEMISH PROBLEM IN BELGIUM.

BRUSSELS, June 14th.
The Cabinet has resigned in consequence of parliamentary difficulties on the question of the Flemandisation of Ghent University. The Bill providing for the transformation of Ghent University into a predominantly Flemish University passed the Chamber in December, and marks the crux of the linguistic question. It was responsible for the most acute controversies. The Bill was recently introduced into the Senate, and encountered a very stormy passage, until it was rejected to-day by 140 votes to 4, whereupon M. Theunis submitted his resignation.

THE NEW BLUE FUNNEL ELECTRICALLY DRIVEN SHIP.

LONDON, June 14th.
The new Blue Funnel diesel oil-engine ship *Tantalus* of 10,000 tons, one of the largest and highest-powered ships of the internal combustion engine type afloat, started this morning on extended official trials. At the outset she exceeded fifteen knots. The vessel, in which the entire gear is electrically driven, is intended for the trade with the Far East.

PERSIA NEEDING A LOAN.

OIL CONCESSION OFFERED.

TEHRAN, June 14th.
The Mejlis has authorised the Government to negotiate with an American Company for an oil concession in the provinces of Gilan, Mazandaran, Astrabad and Azarbaijan, with a view to securing a loan of ten million dollars.

THE AUSTRIAN LOAN.

LONDON, June 14th.
The Austrian loan is at five per cent. premium on the stock Exchange. Big applicants have obtained 10 per cent. and small applicants 25 per cent.

A CURE FOR PARALYSIS.

VIENNA, June 14th.
Professor Wagner Jauregg claims to have cured many paralysis cases by inoculation with malaria combined with Neo Salvarsan.

LORD CHANCELLOR UNDERGOES OPERATION.

LONDON, June 14th.
The Lord Chancellor, Viscount Cave, has been operated on for peritonitis. His condition is satisfactory.

HOLLEIN "SEN" HOME.

PARIS, June 14th.
Hollein, the German Reichstag member arrested for inflammatory speech, has been expelled and sent to Germany.

THE MARK'S LATEST LEVEL.

LONDON, June 14th.
Marks are quoted at 492,500 to the pound sterling.

Speaking at a meeting of the Grand Council of the National Citizens' Union, Mr. G. Rentoul, M.P., emphasised the necessity of combating Communism, which he described as the one overwhelming danger to our country. Communism was the most serious menace to civilisation.

The Home Office has just issued a report on the work of the Children's Branch, which records continued progress in the treatment of juvenile offenders during the past few years and states that there is greater recognition that training rather than punishment is the remedy.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

PEKING POLITICS.

PRESIDENT WITHDRAWS HIS RESIGNATION AND FUNCTIONS.

PEKING, June 13th.
It is reported from Tientsin that President Li Yuan Hung has issued a statement saying that the telegrams containing his resignation were only obtained under duress; therefore, he repudiates them.

He has also issued six mandates, under date June 13th, accepting Premier Chang Shou Tsung's resignation, appointing Li Ken Yuan Acting Premier and Chin Yun Yen Acting War Minister, and also abolishing all the posts of Inspector-General, Vice-Inspector, Tuchen and Tuli, placing all these offices under the direct control of the War Minister. The mandates are countersigned by Li Ken Yuan and Chin Yun Yen.

Some of the vernacular newspapers are of the opinion that Li Yuan Hung is attempting to form a Government at Tientsin with the assistance of Chang Tso Lin, Tuan Chi Jui and others.

(BY COURTESY OF THE "DAILY BULLETIN.")

PRESIDENT LI YUAN HUNG ACTS UNDER DURESS.

TIENTSIN, June 14th.
Sun Chi Lien, Li Yuan Hung's secretary, interviewed by the *Peking and Tientsin Times*, stated, on behalf of the President, that he particularly wished to emphasise that the handing over of the seals was an involuntary act, and was the result of an application of force. The telegram which Li Yuan Hung was compelled to send from Tientsin, in which he announced his desire to resign, was also written under duress.

(THROUGH REUTER'S AGENCY.)

"CHINA'S CHAOS."

REMEDIES SUGGESTED BY "THE TIMES."

LONDON, June 15th.

Under the heading "China's Chaos" the *Times*, in a leading article, says that the only way out of the apparent impasse is to extend the system, which has worked so admirably, or putting trained foreigners in the employ of the Chinese Government. A start might usefully be made with the police, as a foreign officered police force might perform admirable service in increasing the executive powers of the Government and the guarding of travellers from monstrous outrages like that at Shantung. The extent of foreign control on the railways might also be extended, administratively and financially, so that the large revenues due from the railways should not fail to reach the national exchequer.

The *Times* deprecates the reinforcement of foreign troops at Peking, adding, however, that if the Powers, who at Washington showed their forbearance and goodwill towards China, are driven to the conclusion that moderation will not be properly appreciated, there will be no alternative but the adoption of more drastic methods.

TOKYO ELECTRIC DEBENTURES.

LONDON, June 14th.
It is stated that preparations for the issue of £2,000,000 Electric Debentures are progressing satisfactorily. It is understood that the loan will bear six per cent. interest. The price will be ninety-two.

CANADIAN PREFERENTIAL TARIFF.

TO APPLY TO BRITISH GOODS TRANSHIPPED IN HONGKONG.

OTTAWA, June 14th.
The Budget amendment, increasing British preference by allowing ten cent discount on duty on directly shipped British goods, has been extended to apply to goods sent from England for Canadian Pacific ports and transhipped at Hong Kong on a through Bill of lading.

THE ANTI-JAPANESE BOYCOTT.

JAPANESE TRADERS SUFFER HEAVY LOSSES.

SHANGHAI, June 13th.

The anti-Japanese boycott is growing in intensiveness and seriousness, and immense losses are being experienced by the victims. How the Japanese are suffering as a consequence of the boycott is revealed in a communication despatched by the Japanese Chamber of Commerce at Shanghai to the Government at Tokyo, which says the boycott is getting worse, and is, indeed, assuming dangerous proportions, involving incalculable economic sufferings and loss to Japan. Previous boycotts have been mainly student movements, but this one is conducted by Chinese Chambers of Commerce, Guilds, and other bodies. It is therefore, far more effective, and may result in sweeping away the Japanese economic edifice in China.

Numerous instances are given of how the boycott is operating. For example, Exchanges will not quote Japanese stocks, Chinese refuse to transact business with Japanese or travel, send, or receive goods by Japanese steamers, or use Japanese wharves. Thus the transportation of Japanese goods has become impossible. The document begs the Tokyo Government to take such action as will stop or mitigate the boycott.

BANQUE INDUSTRIELLE PROSECUTIONS.

PARIS, June 13th.
At the resumed hearing of the Banque Industrielle de Chine prosecution, the Court dealt with the Chinese Government's subscription towards an increase in the Banque's capital in 1920. The prosecution contended that the subscription was irregular, because the Chinese Government failed to fully pay up one quarter of the total subscription, as legally prescribed.

M. Berthelot and M. Pernette maintained that the subscription was regular, on the ground that the Banque had received a Chinese Treasury Bond, which it had the right to discount in order to make up the difference between the amount paid and the amount payable.

ALLEGED SMUGGLING OF CHINESE INTO AMERICA.

BATTLE WITH KNIVES PISTOLS AND AXES.

NEW YORK, June 14th.
A fierce fight on the high seas, which is said to have arisen owing to a quarrel regarding the payment to the captain for smuggling Chinese ashore near New York, is reported by passengers on the schooner *Mary Beatrice*, which arrived yesterday evening. The fight is alleged to have occurred off Sandy Hook. Knives, pistols and axes were used, and several seamen were killed and cast into the sea. All the survivors have surrendered to the American authorities.

THE CAUSE OF THE FIGHT.

NEW YORK, June 15th.
The fifteen survivors from the schooner *Mary Beatrice*, from Nassau are all Chinese, who with the utmost difficulty brought the schooner to port. It is stated that the captain left the ship in a small boat and failed to return. The crew then demanded more money from the Chinese and a fight ensued, four of the Negro crew and five Chinese passengers being killed. The British Consul has cabled to Nassau to ascertain whether the *Mary Beatrice* is under British register; if so the immigration authorities will place the Chinese survivors at the disposal of Great Britain.

CHINESE LOANS AND THE CONSORTIUM.

In the House of Commons on May 14th Mr. Gresham Stewart asked the Under Secretary of State for Foreign Affairs, whether he can state what the attitude is of His Majesty's Government towards the recent request of the Chinese Government to the Consortium for advances to meet current expenditure; and whether His Majesty's Government is prepared to make a general announcement of policy with respect to new Chinese loan obligations.

His Majesty's Government have been unable to support the request made by the Chinese Government to the Consortium representatives in Peking. The declared policy of the Consortium has always been not to grant loans for administrative purposes except to a unified China, and the present moment seems inopportune for modifying this policy. The situation in China is too uncertain to permit of any rigid declaration of policy in regard to future loans; but, in general, His Majesty's Government would not favour any proposals for the creation of fresh obligations until effective steps have been taken towards the consolidation of existing unsecured, or inadequately secured, obligations, and the provision of suitable security for that purpose. The four banking groups which constitute the Consortium are, with the approval of their respective Governments, about to examine the question of the consolidation of these obligations.

OUR LONDON LETTER.

THE ALLOCATION OF THE BOXER INDEMNITY.

IMPORTANT SUGGESTIONS TO THE BRITISH GOVERNMENT.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 19th.

THE BOXER INDEMNITY.

The question of the Boxer indemnity has been engaging the attention of a special committee of the Federation of British Industries since it was announced that the British Government was willing to remit the balance due from China on certain conditions. I learn that a letter has been addressed to Lord Curzon, the Foreign Minister, embodying the views of the Federation as representative of powerful business interests in this country. The conclusions are summarised under four heads, and may be set out as follows:—

1. That a substantial portion of the funds available under the Boxer indemnity scheme should be allocated for education of Chinese in Great Britain.
2. That a portion of the funds expended upon education in China be utilised for Technical Colleges.
3. That a proportion of the post-graduate students brought to Great Britain should undergo technical courses which should include practical work in British works, factories, mines and railways.
4. That a portion of the funds should be available for the endowment of scholarships to enable British students to travel in China under study conditions.

In their letter to Lord Curzon, the Federation also suggest that industrial interests should be represented on the Government Committee which is to set up to consider the question of the Boxer indemnity moneys in all its bearings.

LORD NORTHELIFE'S DIARY.

Lords Northcliffe's diary of his travels, "My Journey Round the World (July 16th, 1921—February 20th, 1922)", published by John Lane at 12/6 net, has appeared this week. It is edited by his brothers Cecil and St. John Northcliffe, who got their material for a book from a great assortment of notes, jottings, and letters to relatives which the late Peer dashed off at random—or, to be more precise, which he dictated under all sorts of circumstances, on steamers, in trains, in stuffy bedrooms, and in motor-cars, "wasting no time, as usual," as he described it himself. The tragedy was that he was ill when he started off on what was supposed to be a rest cure. But he worried all the time about his business, the absence of newspapers, and so forth. Instead of taking things easily, he plunged into Empire problems as they presented themselves to him on the way. When he returned home he was a broken man, physically and mentally worn out, and his events proved, with the hand of Death stretched out to summon him.

COMMENTS ON THE FAR EAST.

There are candid comments in the diary about people, places and questions, written with point and vigour. Lord Northcliffe always had the news-sense highly developed, and he was keen as a young reporter for information while he made his tour. He sums up the Japanese as "a complex people, polite, poetic, fond of tradition, brave, and in many ways very inefficient. They are spying, imitative, and very quick to learn." His opinion of the people of China is not altogether flattering. "They are amiable, spots, the Chinese," is the description he applies. But he shows he is not devoid of sentiment. There is a really charming description in the book of English mothers bringing home to England their children from China.

The last sentence but one at the close of the diary gives the clue to the newspaper magnate's state of mind, and reveals him as a man weary and disillusioned. "I have resolved that I was not built for any kind of public life," he says, "and that I hate crowds, demonstrations, ceremonial, and, curiously enough, although I am one myself, reporters."

SINGAPORE IN THE LIMELIGHT.

Singapore as a naval base continues to absorb a large share of attention. The experts, and those who like to pose as experts, are busy laying down their opinions. It is remarkable, however, that the critics with one accord refuse to deal with the subject on the broad ground of naval strategy, and after all, that is what really matters from the standpoint of Empire.

One fact hitherto overlooked has come out in the course of the controversy, namely, the emphasis which Admiral Jellicoe laid upon the importance of Singapore as a base in the report he prepared for the Australian Government four years ago. In this, he stated that it is impossible to deal with the naval requirements of Australia without also considering those of the Pacific and Indian oceans. Co-operation is essential between the naval forces stationed in the Far East. Sea communications in Indian and Chinese waters, as well as elsewhere in the Pacific, are in his considered judgment matters of deep concern to the people of Australia and New Zealand. As a complement to this proposition, the safety of sea communications in the South Pacific and Chinese are of concern to the people of India.

Admiral Jellicoe argues that the safety of the naval bases at Colombo and Singapore is a governing factor in the problem of sea communications in that part of the Eastern Hemisphere. "Even the prosperity of South Africa is associated in a less degree with this question," he states, "while Canada is greatly concerned in the matter." I venture to say that this report was the genesis of the proposal which was so recently laid before Parliament, and is now the chief topic of discussion in naval and political circles.

AMERICA AND THE LEAGUE.

Lord Robert Cecil, having returned from the United States as missionary of the League of Nations, has been giving his impressions to readers of the *Times*. Generally speaking, Lord Robert considers the prospect of America eventually joining the League is distinctly hopeful.

The present attitude of the United States is, it would appear, due in the first place to the fact that the League was made a party political issue there, with all the consequent stirring up of passions and the warring of judgment, and in the second place, the plunge towards militarism by France and other European Governments has had a discouraging effect on

American opinion. There is a very firm determination across the Atlantic not to be drawn into the devil's cauldron of national rivalries in Europe. However, if Lord Robert Cecil is right, there are already evidences of the beginning of a reaction in America; the view is gaining acceptance that in the present stage of civilisation no nation can stand completely aloof from its neighbours. Even a nation which is not actually engaged in a big war must suffer from the after-effects of the struggle, and therefore it is everybody's business (or it ought to be) to strive to make wars impossible in future.

Lord Robert Cecil is an idealist, and there are some who regard him as a visionary, but there is no doubt about his sincerity and his faith in the cause where the League of Nations is concerned. I believe, however, that the average view here is that the realisation of the objects of the League belongs to a very dim and distant future.

TEACHERS ON STRIKE.

The public are becoming tired of the demands of elementary school-teachers, who are freely using the strike weapon usually associated with the honey-handed sons of toil. There have been a number of teachers' strikes lately to resist any reduction in pay proposed by local education authorities in consequence of the fall in the cost of living. At Croydon, teachers fought the Education Committee, but the latter proceeded to fill the places of the strikers out. At Stoke Newington, the strike failed out. At Stoke Newington, the strike failed out. At Stoke Newington, the strike failed out.

The general feeling in the public mind is that elementary teachers are extremely well paid. A teacher who got £135 before the war now receives £260 for the same duties. This scale of pay works out at from 6s. to 7s. 6d. per working hour, which is a rate many professional men would be glad to obtain. What annoys the heavily-rated citizen who gives the money to pay the teachers in the public schools is that they are always talking about their high mission as guides of the young, whereas they are really thinking about their salaries.

LONDON UNDERWRITERS AND SHIPPING.

The latest pirate attack by Chinese near Swatow on a ship bound for Hongkong to Shanghai, confirmation of which has been received in underwriting shipping circles in London this week, is regarded with much concern. One report received by firms here with important connections in China states that in recent weeks the amount of property seized by Cantonese pirates is valued at £200,000 sterling. The worst possible impression is conveyed to business people in this country by these outbreaks of lawlessness on the high seas in China, where it is thought that conditions in the Far East treaty ports must be well-high hopeless for the safety of commercial transactions.

The *Manchester Guardian*, in an editorial, reassures readers of the paper that Allied naval forces are co-operating with the Chinese authorities to suppress the piracy, and that all European ships engaged in the river trade carry armed guards. "The situation is more serious than has been generally indicated. It is largely because vessels carrying transhipped cargoes from European vessels are registered under Chinese coastal firms that the difficulty of handling the trouble from a European point of view has arisen."

CLERICAL POVERTY.

I hear that the church of candidates for Holy Orders is giving the authorities of the Church of England cause for grave anxiety. This subject, taken together with the closely-related question of clerical poverty, is really of far more urgent importance to the Church of the future than the revision of the Prayer Book, which is so strongly advocated just now by the Anglicans. The Bishop of Colchester is responsible for the statement that "assistant curates have almost become extinct in rural England." His work lies in a typically country area, and he ought to know the facts.

One plan which has been tried in some parts of the country to ensure for the clergy a living wage is to amalgamate small parishes. Under this arrangement one man receives the stipend hitherto divided between two incumbents, and as the duties in rural parishes are comparatively light, the arrangement presents no insuperable difficulties. But, of course, there are obvious limitations to the fusion of parishes, especially where the population is scattered. If there is only one church where there used to be two it is fairly obvious that some people will never have a chance to attend owing to the distance they would have to go.

It is highly probable that the Fathers of the Church will soon have to deal with the whole question on a national basis. I have heard the point raised that it ought to be possible to revise the administration of the immense revenues of the Church of England so that the upkeep of the clergy should be a prime and vital responsibility. There is nothing wrong when a stipend is not forthcoming to place the recipient above the "poverty line" of an educated man's reasonable requirements.

NEWSPAPER PRESS FUND.

This year's Festival Dinner of the Newspaper Press Fund was easily a record both as regards the number of distinguished people who were present at it, and the total amount obtained in donations. The dinner was held at the Hotel Victoria, with the Prince of Wales in the chair. Lord Burnham, as the President of the Press Fund, sat on the right of the Prince, and the Spanish Ambassador on his left. An indication of the character of this remarkable gathering is, perhaps, best given when I say that at one of the tables were no fewer than fourteen members of different embassies in London.

The Newspaper Press Fund exists to render assistance to members of the great profession of journalism who have fallen into ill-health, and to their dependents. Charles Dickens was the first President, and since his day, successive Prime Ministers, Ambassadors, and other famous persons have presided at the annual dinner. This was, however, the first time that the heir to the Throne has filled the position, and it is a matter of satisfaction that the sum subscribed was worthy of the occasion—namely, £25,000. The largest previous total was achieved last year when Lord Leverhulme was in the chair and £14,000 was realised.

A black and white photograph of a bottle of Black & White Scotch Whisky. The bottle is dark with a prominent label that features the brand name and a crest. The bottle is positioned vertically and appears to be sealed with a cork and foil.

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*Carl Legien	9,000 tons	First half of Sept

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Steamers	Tonnage, dwt.	Departure
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*Schoer	12,300 tons	First half of August
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—

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COWARDICE OF THE WOLF SCARED BY MAN.

CANADIAN TRAPPERS' TALES.

The Times Canadian correspondent writes:—

A report that three trappers were killed and devoured by a pack of timber wolves in the far north trapping district, and that the remains of sixteen wolves were found in the snow at the scene of the tragedy, is challenged by naturalists and by trappers who know the habits of wolves and have hunted for years in the North Country.

Mr. Arthur Heming, a distinguished Canadian naturalist, discounts the whole story, and insists that timber wolves are not man-killers. Mr. W. T. Thomson, a dealer in furs at Ignace, states that wolves are numerous in the neighbourhood, but he declares that although he has lived in the country for twenty-five years, he has never known a report of man-killing by wolves to be confirmed by Indians or trappers.

Mr. Tom Saville, a trapper who lives at Gogama, in the Sudbury district, in a letter to the Toronto Globe contends that wolves flee from the sight of man, and adds: "I believe they think, and I would agree with them, that we are about the wildest proposition on this planet." He says that he has never been molested by wolves, although he went into Northern Ontario long before there was any railway connection with that country, and for years has been guiding and prospecting in the summer, hunting and trapping in the winter, sleeping more often alongside a camp fire than hemmed in by four walls and a roof above.

"I have been out for months at a time in summer have been under my canoe, in winter sheltered only with a parkian, or, as you call it in English, a kante, which is six or seven small poles with a tarpaulin or tologgan cover thrown over them in half-moon fashion, with fire in front. I have given wild beasts an excellent opportunity of devouring me at their leisure while my fire was out and I lay there sleeping," Mr. Saville continues.

"I will tell you just one little personal experience with those ferocious man-eaters. I was coming back from the Hudson Bay Post just after New Year, where I had been to take my fall catch of furs. It was a bad day to travel, but I had told my family to expect me sure on a certain day, and they would be counting the hours. It was almost noon, and I had got well away, as I had a good team of huskies, and the lakes were drifted and packed hard, which carried the dogs. My trail was obliterated, but the dogs did not mind that. They were going home, where there was lots of food.

Sometimes I could not tell whether we were travelling north, south, east, or west, on account of the snow blowing and drifting, but I knew the dogs would not fail me. Once in a while there would be a lull, and I recognized an island ahead of us where I had camped overnight with my family on our way in to our hunting ground early in the fall. I could see what I took to be a deer feeding along the shore at the cedars, but I just got a glimpse of him, then it drifted up again, and I could see nothing but snow. We were just making the point of this island, and what should we meet coming from the other but a pack of wolves. We just met them.

The leader, a big, grizzled, long-legged old chap, looked me over from a distance of about 20 ft.; the rest of the pack ranged behind and alongside of him, their tails straight for just about as long as it takes to stiffen them out with fear. Then they broke. They just flattened out on the ice and flew—twenty-one of them.

A TALE OF THE GOLD RUSH.

Similar testimony is offered by Dr. J. S. McCullough, of Toronto, who, in the Klondike gold rush, was one of a party of men who attempted a traverse from the Mackenzie River at Fort Norman to the Stewart or McMillan River, over the divide.

He was obliged to come back on account of sickness when the party had got out about sixty miles on the trail. After dividing the supplies with his partner, he went back alone, and as it was necessary that the onward-going party should have two tents, he did not even have a tent to cover him on the return trip, but built little shelters of spruce boughs and had a fire at his feet. "Wolves there seemed to be in plenty, judging from the terrifying howls at night, but they were seldom seen. In my weakened condition from dysentery, I made very slow time on my return trip to the banks of the river, six miles below Fort Norman, where there were several unoccupied, roughly built log shacks. With 75 lb. to 102 lb. on my sled, I would drag along five or six miles, construct a stage and place my pack in safety, returning over the ground until I had all my stuff moved up. At this time of years and in this latitude I saw little of the sun, and frequently I made my move at night if the light was good and there was not much wind."

He had been given to understand that the wolves never attacked a man, so he travelled all alone, and seldom carried a weapon of any kind other than a light camp axe. "The fact that I was out night after night alone, and that every time I went back over my trail I saw fresh wolf tracks, and that through the long Arctic nights one could almost always hear the howl or bark of the wolf, probably chasing hares, for the big game was driven away by the forty odd men who had gone over the country, leaving hungry wolves and little else but hares and ptarmigan, would seem to prove that if ever the wolf would attack a human being the conditions were right for them to do so as I plodded my slow course back alone over this trail."

"I do not believe that the wolves of Canada ever attack a living human being. They would in time probably become bold enough to pick the bones of anyone dying or being frozen to death in the bush country. I have talked of wolves to many bushmen and never yet have I come across

anyone who had bush experience but had an absolute contempt for the wolf so far as being attacked by him went. I once disturbed a wolf feeding at a carcass, came within a few yards of him and saw his lip turn up, exposing his teeth. Then he turned, and after another backward glance, he just vanished from the landscape."

THE OTHER SIDE.

On the other hand, Mr. W. T. Hornaday, Director of the Bronx Zoological Gardens, at New York, declares that north-western sections of the United States are threatened with invasion by packs of hunger-mad wolves from Canada. He thinks the alarming increase in the number of grey timber wolves is explained by low raw fur prices. Two years ago wolfskins fetched from \$4 to \$12 in New York, while prices now range from \$1 to a little less than \$1. Owing to the low prices, Indians and trappers have ceased to regard wolf-killing as a profitable pursuit, and the wolves are rapidly exterminating game animals. In Alaska, he says, entire herds of caribou have been annihilated, while in many instances hunters and trappers have been attacked, and some killed, by roving wolf packs. He declares that the game warden in various States and the organized sheep and cattle associations have appealed to Washington for assistance to check the incoming hordes of wolves, which, "undisturbed for several years, have become more numerous and more ferocious."

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NEWCHANG via SHANGHAI	"HOPANG"	Tuesday, 19th June, Noon.
BANGKOK via SHANGHAI	"LAUSANG"	Wednesday, 20th June, 3 p.m.
STRAITS & CALCUTTA	"YUSANG"	Friday, 22nd June, Noon.
SHANGHAI via SWATOW	"MINGSANG"	Friday, 22nd June, Noon.
HAIPHONG via HOIHOW	"LOONGSANG"	Friday, 22nd June, Noon.
MANILA	"YATSHING"	Saturday, 23rd June, 10 a.m.
SHANGHAI via SWATOW	"NAMSANG"	Sunday, 24th June, 8 a.m.
KORE via MOJI	"WUSANG"	Sunday, 24th June, Noon.
SHANGHAI via SWATOW	"TAISANG"	Tuesday, 26th June, Noon.
STRAITS & CALCUTTA	"FOONGSANG"	Tuesday, 26th June, 3 p.m.
SANDAKAN	"EINSANG"	Thursday, 28th June, Noon.

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"GLENSANDA"	30th July.			

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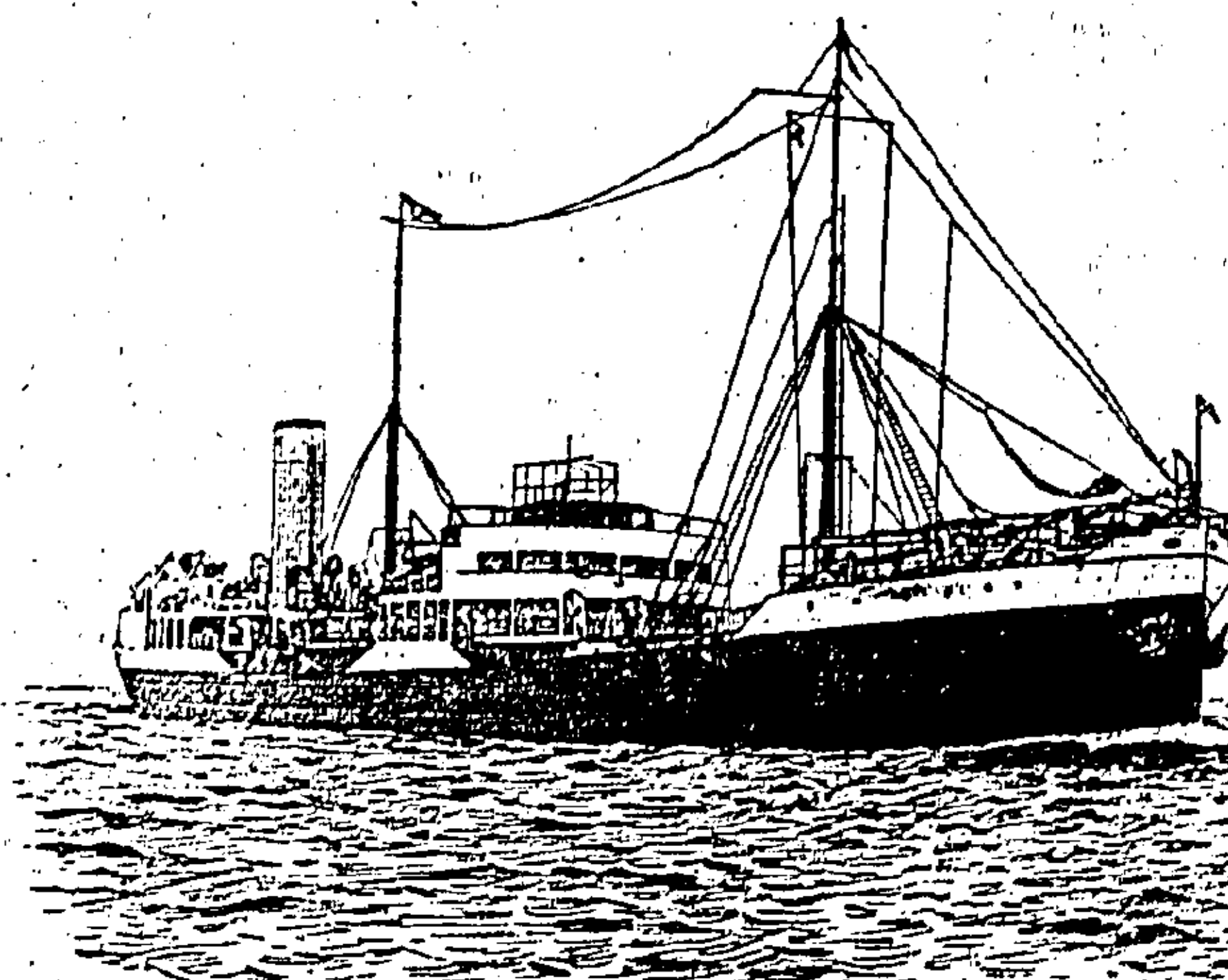
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WEATHER REPORT.

HONGKONG TIDE TABLE			
From June 16th to 22nd, 1923.			
HIGH WATER.		LOW WATER.	
of Week.	of Month.	H'kong Standard	H'kong Standard
		light.	light.

HONGKONG METEOROLOGICAL REGISTER.			
Hongkong Observatory, June 15th.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.72	29.72
Temperature	79	79	81
Humidity	84	93	84
Wind Direction	E	E	E
Force	1	3	1
Weather	or	oi	o
Rain	4.51	0.00	0.48

HOME VIA CANADA

"CANADIAN PACIFIC THROUGHOUT"

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101. General 101-101

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO SHIP DEPARTURE
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Gaelic Prince	Brit.	Prince Line, Limited	About 21st June
BOSTON & NEW YORK via SUVA	Omra	Brit.	The B. & N. Line, Limited	On 16th June
SAN FRANCISCO, &c.	Jaoux	Am.	Scratchers & Barry	On 29th June
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	About 1st July
VICTORIA, SHANGHAI & VANCOUVER via J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 13th June
VICTORIA, VANCOUVER, SHANGHAI & TAOMO	Yokohama Maru	Jap.	Osaka Shosen Kaisha	On 14th July
VANCOUVER via SHANGHAI & JAPAN, &c.	Philoctetes	Brit.	Butterfield & Swire	On 3rd July
BOMBAY, MARSEILLES, LONDON & ANTWERP	Empress Australia	Brit.	Canadian Pacific O.S. Ltd.	On 3rd June
MARSEILLES, &c.	Delta	Brit.	P. & O. B. L. & A. L.	On 27th June
MARSEILLES, &c.	Angers	Fran.	Messageries Maritimes	On 25th June
MARSEILLES, &c.	Chili	Fran.	Messageries Maritimes	On 9th July
MARSEILLES, &c.	Porthos	Fran.	Nippon Yusen Kaisha	On 2nd July
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Ka-u Maru	Brit.	The Bank Line, Ltd.	On 3rd June
MARSEILLES, LONDON, ANTWERP & HAMBURG	City of Corinth	Brit.	Butterfield & Swire	On 20th June
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	Phoenix	Brit.	Butterfield & Swire	On 18th June
MARSEILLES, LONDON & HAMBURG	Atlas	Brit.	Butterfield & Swire	On 14th July
LONDON, HAMBURG, ROTTERDAM & ANTWERP	Alba Maru	Jap.	Osaka Shosen Kaisha	On 1st July
GENOA, LONDON, ROTTERDAM & HAMBURG	Glenapp	Brit.	Jardine, Matheson & Co., Ltd.	On 12th July
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Oldeke	Ger.	Reuter Bros. & Co.	About mid. of July
ANTWERP, ROTTERDAM & HAMBURG	Emil Kirdorf	Dut.	Messageries Maritimes	About 27th June
HAVRE, ANTWERP & DUNKIRK	C. Mazo	Fran.	Messageries Maritimes	About mid. July
HAVRE, ANTWERP & DUNKIRK	Lt. de Missiesy	Fran.	Nippon Yusen Kaisha	On 23rd June
BOMBAY via SINGAPORE, COLOMBO	Tunba Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 18th June, 4
STRAITS & SINGAPORE	Lainang	Brit.	P. & O. B. L. & A. L.	On 3rd June, 4
SINGAPORE, PANANG, COLOMBO & BOMBAY	Jeyppor	Dut.	Java-China-Japan-Lijn	On 4th July
SINGAPORE & BELAWAN-DELI	Java-Verstraten	Dut.	Daidwell & Co., Ltd.	On 16th June, 11
BRINDISI, VENICE & TRIESTE	Fiam-L	Brit.	Butterfield & Swire	About —
PAKHOI & HAIPHONG	Chinlec	Jap.	Yamashita Kisen Kaisha	About —
HAIPHONG via HINHOV & PATNOI	Suain Maru	Jap.	Yamashita Kisen Kaisha	On 24th June, N
KELUNG via SWATOW & AMOY	Tai-ku Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 27th June
SANDAKAN	Hinsang	Brit.	Nippon Yusen Kaisha	On 7th July
AUSTRALIAN PORTS via MANILA	Tango Maru	Brit.	P. & O. B. L. & A. L.	On 16th June, N
AUSTRALIAN PORTS	Arasara	Brit.	Butterfield & Swire	On 17th June, N
AUSTRALIAN PORTS	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On 16th June, N
SHANGHAI via SWATOW	Foonhing	Jap.	Nippon Yusen Kaisha	On 16th June, N
SHANGHAI, ROSE & YOKOHAMA	Kachika Maru	Brit.	P. & O. B. L. & A. L.	On 17th June, 4
SHANGHAI	Sicilia	Brit.	Butterfield & Swire	About beginning
SHANGHAI & TIENTSIN	Shantung	Brit.	Daidwell & Co., Ltd.	About 15th July
SHANGHAI, YOKOHAMA & ROSE	Duchessa D'Aosta	Ital.	Java-China-Japan Lijn	On 1st July
AMOY & JAPAN	Tilloboot	Dut.	Osaka Shosen Kaisha	On 16th June, N
JAPAN PORTS	Argan Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 23rd July
TIENTSIN	Cheongchung	Dut.	Java-China-Japan Lijn	On 15th June
BATAVIA	Mikemban	Jap.	Osaka Shosen Kaisha	On 15th June
CALCUTTA, SINGAPORE & BANGKOK	Tai-ku Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 15th June
BANGKOK via SWATOW	Hopsang	Brit.	Butterfield & Swire	On —
SWATOW & BANGKOK	Kaengchow	Brit.	Douglas Lapraik & Co.	On 16th June, N
SWATOW, AMOY & FOCHOW	Hachang	Brit.	Douglas Lapraik & Co.	On 22nd June
SWATOW, AMOY & FOCHOW	Fahong	Brit.	Jardine, Matheson & Co., Ltd.	On 20th June
MANILA	Longwang	Brit.	Struthers & Barry	On —
MANILA, &c.	West Sequenza	Am		On —

St. JOHN'S CATHEDRAL, Hongkong—17th
 June, 1923, 3rd Sunday (8 a.m.); Children's Service
 Holy Communion - Hymns: 200, 540; 33rd; Istings:
 (10 a.m.): Responses, Ferial; Venite, Tacker,
 (11th day); Psalm, 19 (Menth); 2d Psalm
 Leaves, Coates, Hopkins Benedictus, No. 1
 (Noble); Hymns: 231, 174.
 N.B.—Psalm 19, verses 1, 2, 7, 8, 12, 15
 in unison. G.P. in unison.
 Hymn 172, verses 1, 7 in unison.
 Holy Communion - (12 noon); Evening
 (8 p.m.): Responses, Ferial; Psalm 20
 (Aldrich); 21 (Woodward); Magnificat, No. 18
 Rogers; Nunc Dimittis, Barnby; Hymns: [115]
 282, 592, 31.

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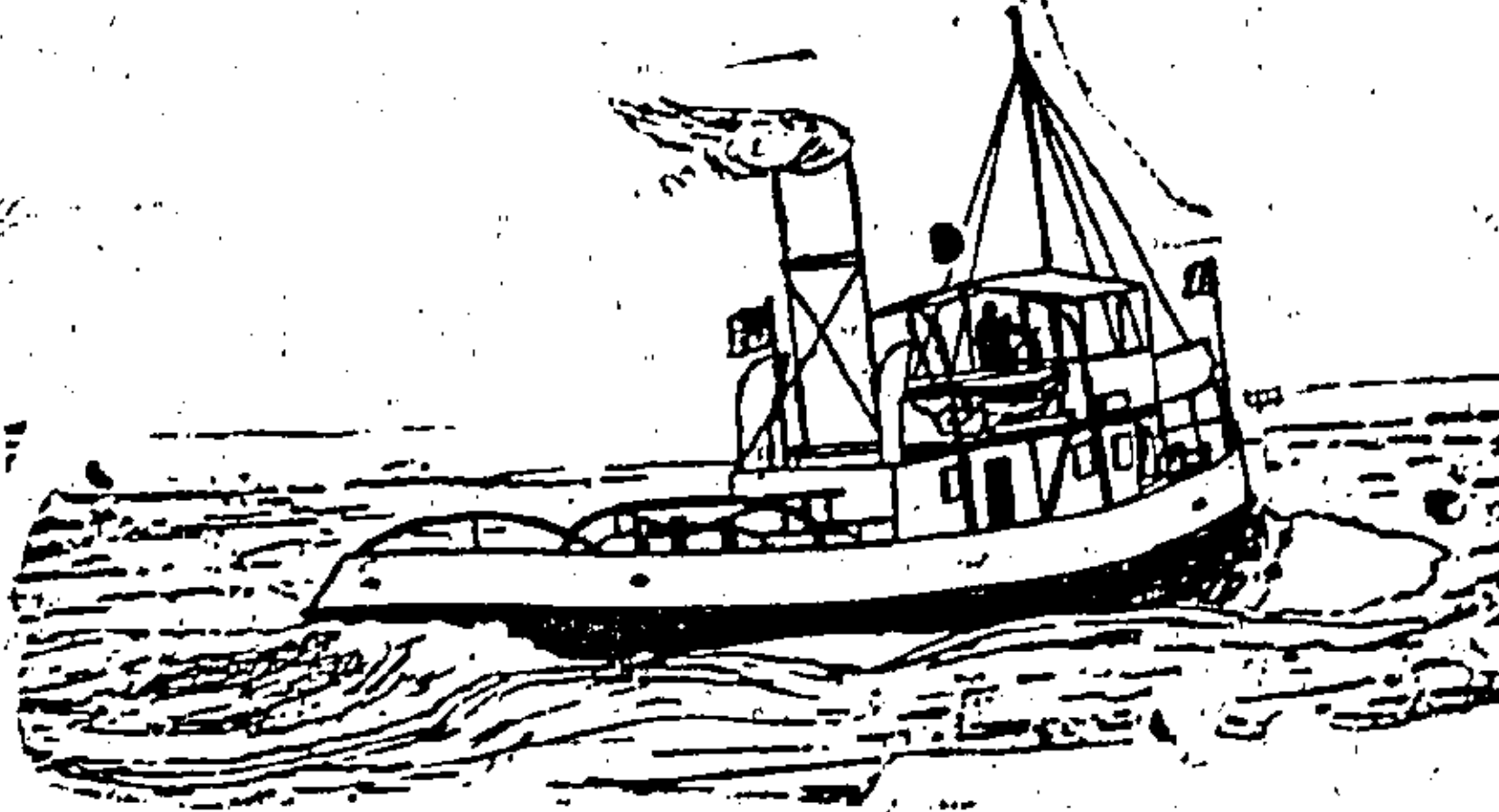
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Mr & Mrs I. H. Geare	Mr M. Skene
Mr Guste	Mr & Mrs E. Sp
Miss Herberinton	Mr C. E. Taylor
Mr & Mrs C. Hockey	Mr & Mrs F. J.
Mr Lissman	

" Mr G. H. Lynott

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Mr A. T. Boteler	Mr W. E. Lilley
Mr I. L. Brown	Mr J. T. Mannin
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	Mr & Mrs I. J.
Mr C. C. Dance	Mr A. Paton
Mr H. Davis	Mr T. Rogers
Mr J. Jack	Mrs C. Russell
Mr Chas. Jones	Mr & Mrs C. H.
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SHIPBUILDERS, MARINE AND LAND ENGINEERS

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Vessels built and shipped for re-erection abroad



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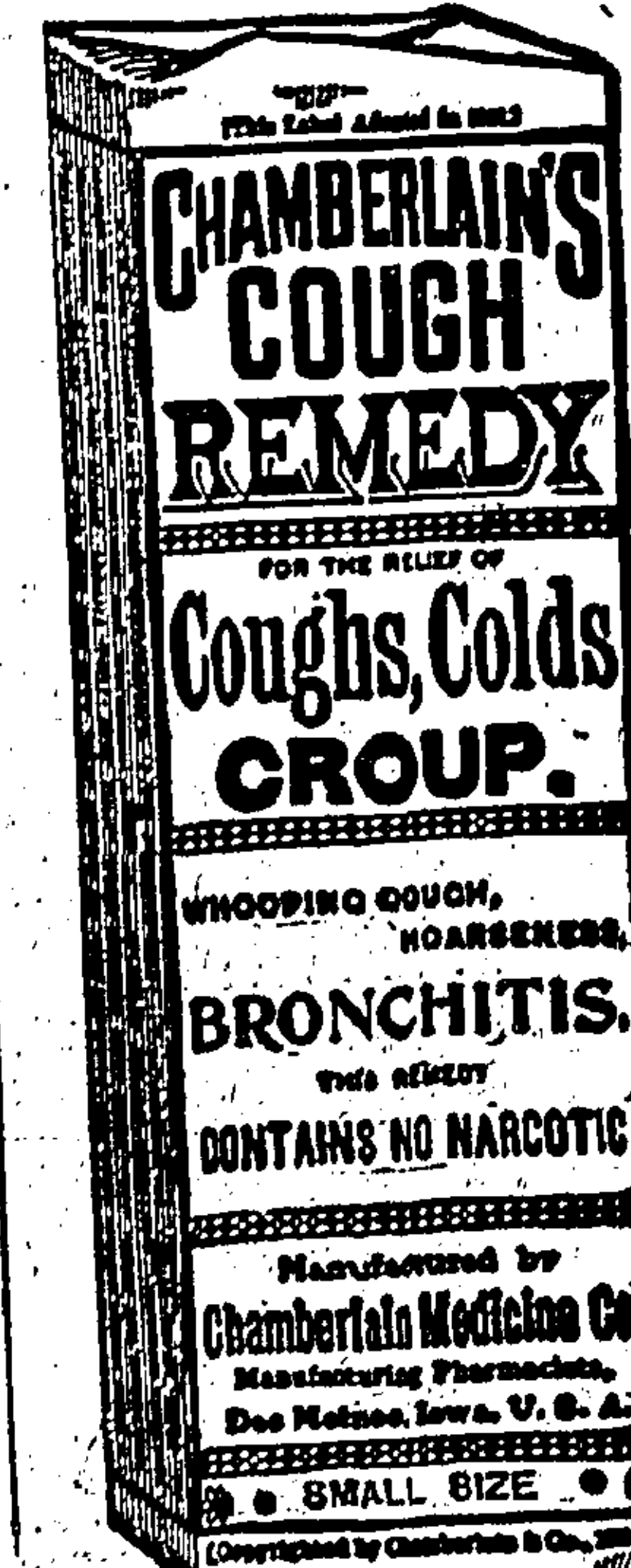
ON SALE

HONGKONG of the
LEGISLATIVE
Session 1921.

HANSARD REPORTS
MEETINGS of the
COUNCIL for the

Revised by A.H. Nimble

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"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

1. "CITY OF BOSTON" ... 23rd July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF CORINTH" ... 30th June ... Marseilles, London, Antwerp & Hamburg.
2. "CITY OF MANCHESTER" ... 17th July ... do.

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class 292, 2nd Class 262.
"B" Class Steamers	1st Class 284, 2nd Class 256.
"C" Class Steamers	1st Class 256.

N.B.—"C" Class Steamers transport those of the Cargo type which have accommodation for a few passengers but do not carry Deck or Stowaways.

Subject to change without notice.

For further particulars apply to—

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "OANFA"	via Suez Canal	16th June.
2. "KIBIMUN"	via Suez Canal	20th June.
3. "DIOMED"	via Suez Canal	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGERS	—	—	25th June
CHILI	—	—	9th July
PORTHOUS	18th May	19th June	23rd July
ANGOR	1st June	3rd July	8th Aug.
ORANBOURD	15th June	17th July	20th Aug.
PAUL LECAT	29th June	31st July	3rd Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... 25.00.00	B CLASS (1st Class) ... 28.00.00
2nd ... 12.00.00	3rd ... 6.00.00

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Ocean Boats).

1. "C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 27th June.
2. "LT. DE MIESSES" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, Queen's Building.

3) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in saloons, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Farnmore | Tuesday, 19th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

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General Managers.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS

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THE OSAKA MARINE & FIRE INSURANCE CO.,**MITSUBISHI SHOJI KAISHA**
MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	16th June, 4 p.m.	Singapore, Penang, Colombo & Bombay
"DELTA"	6,097	27th June	Bombay, Madras, London & Antwerp
"SICILIA"	6,813	28th June	Singapore, Penang, Colombo & Bombay
"MALWA"	10,341	11th July	Bombay, Madras, London & Antwerp
"KIDDERPORE"	3,334	15th July	Singapore, Penang, Colombo & Bombay
"DEVANHA"	6,099	25th July	Marseilles, London & Antwerp
"SOTTAY"	6,666	30th July	Singapore, Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Bombay, Madras, London & Antwerp
"KASHMIR"	6,841	22nd Aug.	Marseilles, London & Antwerp
"SICILIA"	6,813	24th Aug.	Singapore, Penang, Colombo & Bombay
"MACDONIA"	10,512	7th Sept.	Bombay, Madras, London & Antwerp
"DONGOLA"	8,056	21st Sept.	Marseilles, London & Antwerp
"MANTUA"	10,902	5th Oct.	Bombay, Madras, London & Antwerp
"KARMALA"	9,098	19th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	16th June, 3.50 p.m.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	(Mable, Thursday) Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Fortnightly service of London via the Panama Canal.

SAILING TO SHANGHAI & JAPAN

"SICILIA"	6,813	16th June, Noon	Shanghai only.
"GOLCONDA"	5,318	17th June, D.L.	do.
"TANDA"	7,000	19th June	Japan via Amoy.
"KHIVA"	9,097	30th June	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORKS.S. "GAELIC PRINCE" ... on or about 21st June, 1923.
S.S. "ROMAN PRINCE" ... on or about 1st July, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5185
Telegrams (Far Eastern) [21]**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
"ALBA MARU" ... Saturday, 14th July
SINGAPORE, COLOMBO, DUTRA and Capetown—Passenger Service.BOMBAY—fortnightly service via Singapore and Colombo.
"SEATTLE MARU" ... Monday, 9th July
"ANDER MARU" ... Thursday, 21st June
"BURMA MARU" ... Friday, 8th JulySAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.
"BUSHO MARU" ... Monday, 2nd JulyCALCUTTA—Monthly Service via Singapore and Bangkok.
"MALAY MARU" ... Saturday, 7th July
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuba Ports.
"HAMBURG MARU" ... Saturday, 7th JulyJAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama
"ABURU MARU" ... Sunday, 1st JulyKEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"AMAYU MARU" ... Sunday, 17th June, Noon
"KAJO MARU" ... Sunday, 24th June, NoonTAKAO via SWATOW & AMOY.
"SOBBU MARU" ... Thursday, 21st June, 10 a.m.
For sailing dates and further particulars please apply to:
N. SHIMA, Manager.**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port.	Steamer.	Date of Departure.
PAKHOI & HAIPHONG	"CHINHUA"	On 16th June, 11 a.m.
CHEFOO & NEWCHWANG	"WUHU"	On 16th June, 4 p.m.
SHANGHAI & PUKOW	"KANCHOW"	On 17th June, D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 17th June, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 18th June, D.L.
HAIPHONG	"TIENHSIN"	On 18th June, 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 18th June, Noon.
MANILA	"TAMING"	On 18th June, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 18th June, 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 21st June, Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 23rd June, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yantai and North China ports. Passengers for Shanghai do not require to tranship at Wookung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGERS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	At Hongkong from Australia	Leave Hongkong for Manila, Cebu, Iloilo, & Sulu Ports.
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "JACOB" ... 11th June ... Due Hongkong 11th June.
Leave Hongkong 17th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH HILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Sequana" ... 28th June ... Due Hongkong 28th June.
Leave Hongkong 28th June.

TO MANILA AND SINGAPORE.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "WEAY CASTLE" ... sailing on or about 16th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING, FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-LI" ... sailing on or about 4th July.

S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... sailing on or about 25th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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